



Section 5.0

Implementation

Implementation Plan:

In order to implement the recommendations and design concepts illustrated in Section 4.0, those ideas were organized into a comprehensive list of specific projects to form a project matrix. This project matrix outlines intent, potential cost, timing and priority and responsible party or agency for each project. The project matrix serves as the “blueprint” for the overall plan and vision and is organized into the following categories:

Transportation – This includes proposed improvements to intersections, streetscape and sidewalks, pedestrian crossings, transit, and bicycle facilities.

Land Use – This includes the key changes to Future Land Use categories necessary to support the type of redevelopment proposed.

Quality of Life Design Character – Outlining the urban design and form recommendations intended to guide future decisions regarding redevelopment and rezoning in redeveloping areas along the corridor.

Housing – Identifying programs and incentives available for affordable housing development in the proposed redeveloped areas.

Open Space – Outlining the proposed new park and open spaces, and greenway and trail connections that serve to link the existing neighborhoods and future redevelopment together.

Partnerships

The implementation of the projects and policies identified in this plan will require the coordinated efforts of a number of agencies and organizations including the following:

City of Atlanta: Over half of the corridor is in the City of Atlanta’s jurisdiction and many of the land use and transportation projects will require the City to implement.

DeKalb County: A significant portion of the corridor is in unincorporated DeKalb County (non-City of Atlanta) and will require coordinated efforts to ensure that the land use and transportation recommendations are implemented consistent with the incorporated City of Atlanta portions. In addition, the County’s office of Economic Development can assist in targeting business and employment development.

SouthStar CDC: This study is due in large part to the efforts of SouthStar CDC. This organization will play a critical role in both facilitating the various agencies to ensure implementation of projects, and in potentially implementing redevelopment projects on their own.

PATH: PATH can play an implementing role in actually building the proposed trails and greenways, working with both the City of Atlanta and DeKalb County.

Atlanta Housing Authority (AHA): The redevelopment of the Thomasville Heights Housing Project will play an important catalytic role in the long-term redevelopment of South Moreland Avenue.

Georgia Department of Transportation (GDOT): Moreland Avenue is a State Route and is controlled by GDOT. The proposed pedestrian and bicycle improvements on the corridor will ultimately require their coordination and approval.

Public Project Funding

Many of the projects identified are transportation related and will require funding from a variety of sources. The City of Atlanta and DeKalb County should include these projects in their respective Comprehensive Transportation Plans and work with GDOT to ensure that projects which will require (or may be eligible for) federal transportation funds are included in the Regional Transportation Plan (RTP).

Some of the potential sources for project funding include:

Livable Center Initiative (LCI): This study is funded in part by ARC's LCI program and projects identified as part of this plan are eligible for targeted implementation funding. Typical projects would include pedestrian enhancements. In order to be competitive for LCI implementation funding the applicant must demonstrate that the plan is being implemented locally and preliminary design work on selected projects must be completed.

City of Atlanta Quality of Life Bonds (QOL): Passed in 2000, \$150 million in QOL Bonds were authorized. These funds are distributed evenly among the City Council Districts and are focused on four types of capital projects: 1) sidewalks, 2) public plazas and greenspaces, 3) streets, bridges and viaducts, and 4) traffic control devices including traffic calming. These funds could be used to leverage other funds by serving as the required local project match.

Transportation Impact Fees (TIF): Impact fees are collected from development projects to fund transportation, parks and public safety improvements. These funds are allocated to specific projects by the City Council.

General Obligation Bonds: Authorized by the City Council once a year, the City can issue up to \$8 million in bonds each fiscal year. These funds could be targeted to longer-term projects from the plan that will be in the City's CTP.

Transportation Enhancement Program (TE): Administered by the Georgia Department of Transportation, Transportation Enhancement funding is obtained competitively, and can be used for capital projects that provide infrastructure for pedestrians and cyclists.

Congestion Management and Air Quality (CMAQ) Funds: Provides Federal funding for projects contributing to attainment of national air quality standards. Types of projects eligible include transit, shared-ride services, traffic flow improvements, transportation demand strategies, pedestrian and bicycle facilities.

Private Trusts/Foundations: Several sources of private trust and foundation funding are available specifically for public open space and greenway projects. These sources include the Trust for Public Land (TPL), the Blank Foundation, and the PATH Foundation.

Priorities and Action Items

A clear message expressed throughout this planning process from the community is the desire to enhance the livability of the South Moreland Avenue Corridor and surrounding neighborhoods through policies and projects that: makes it more multimodal (walking, cycling, transit, and cars), supports mixed use development, and includes stronger private development standards to promote pedestrian-friendly urban form.

The projects and priorities that have resulted are organized in several key areas. Provided here is a summary and highlight of the plan's priorities and key short-term actions.

Traffic – The impact of traffic on the livability of the corridor is the single most identified concern of area residents. The community outreach process identified safety, health and quality-of-life concerns to high traffic volumes, high observed traffic speeds, and a high proportion of heavy truck traffic along Moreland Avenue.

- The plan recommends streetscape and pedestrian crossing projects designed to help calm traffic in the corridor, and manage the speed and behavior to both car and truck traffic, and enhance livability by mitigating some of the adverse visual, noise, and safety impacts of Moreland Avenue's traffic conditions.
- It is the expressed desire of the South Moreland Avenue community and Advisory Committee to have the City of Atlanta, DeKalb County and the Georgia Department of Transportation review their policies related to heavy-duty, through truck traffic on corridors, such as Moreland Avenue, relative to the health and livability impacts on adjacent neighborhoods due to truck traffic, and in particular the cumulative health effects of diesel exhaust particulate. This will require additional study, and involve the cooperation of City, County, and State-level elected officials working with the Georgia Department of Transportation and the Public Health community, to identify policy options that can be implemented.

Short-term Action: SouthStar CDC, in coordination with other area neighborhood organizations, the City of Atlanta and DeKalb County elected officials, should lead a "policy review" effort that would seek to identify potential changes to truck route policy on Moreland Avenue. This effort could include continuing education and awareness related to the health and livability impacts, researching and identifying comparable policy modifications from around the country, and developing stronger relationships and communication with the corridor's truck related businesses.

Intersections – Several key intersections were identified as being barriers and traffic issues in the corridor.

- The I-20 interchange is a barrier for pedestrians and cyclists north-south. The proposed reconfiguration provides a potential solution that provides safer pedestrian access and more accessible vehicular access.

Short-term Action: Ultimately this project will require that GDOT prepare an Interchange Modification Report for Federal approval therefore, further traffic analysis of the proposed I-20 interchange reconfiguration will be required to evaluate its ability to handle traffic movements. This analysis should include the Moreland Avenue corridor from the Arkwright/Memorial Drive intersection to the Glenwood Avenue intersection and could be funded via a Supplemental LCI Study application by the City of Atlanta.

- Both the Glenwood Avenue and Skyhaven Road intersections were identified as traffic and safety problems based on their off-set configuration. The plan recommends the realignment of these intersections creating better east-west connectivity and increasing traffic capacity on Moreland Avenue.

Short-term Action: These intersection projects should be included and prioritized in the City of Atlanta's Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County's CTP. The City of Atlanta (Glenwood) and DeKalb County (Skyhaven) should fund preliminary engineering design work for these intersections in order to make them eligible for LCI implementation funding.

Pedestrian Crossings – Moreland Avenue itself is a significant pedestrian barrier given the speed and volume of traffic and its 4-lane width.

- The plan recommends a series of new pedestrian crossings (signalized and unsignalized) throughout the corridor to create safer and more regular pedestrian crossings. Where space allows, these crossings are designed with landscaped islands that promote traffic calming and provide a pedestrian refuge.

Short-term Action: This is a top priority from the community. These intersection projects should be included in the City of Atlanta’s Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County’s CTP. The City of Atlanta should fund preliminary engineering design work for these crossings, working with GDOT on final location and design details, in order to make them eligible for LCI implementation funding.

New Street Network – There are several large redevelopment opportunities along the corridor that can and should accommodate new street network. These new connections will serve to provide added transportation capacity in the corridor, create smaller, walkable blocks, and reconnect these large sites to the surrounding neighborhoods.

- Key among these are “Entrenchment Creek Parkway” a north-south street that could connect McDonough Boulevard to Custer Avenue creating a parallel route to Moreland Avenue.

Short-term Action: The proposed new streets should be included in the City of Atlanta’s Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County’s CTP as privately developed, but required new streets. The Entrenchment Creek Parkway should be considered in the DeKalb County CTP as a potential “collector” in order to make it eligible for public transportation funding. Redevelopment plans should be reviewed relative to the proposed network to make sure the intent of the connectivity is implemented as development occurs.

Transit – Connecting the corridor with enhanced transit opportunities is a key goal identified by the community.

- The plan recommends in the short-term new and enhanced bus shelters along existing routes and the potential to reevaluate existing bus routes and timing to better serve the area.
- In addition, long term recommendations include fixed arterial transit (light rail or street car) along Moreland Avenue that connects it to the BeltLine and MARTA system.

Short-term Action: The proposed transit recommendations should be included in the City of Atlanta’s Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County’s CTP. The City of Atlanta should facilitate coordination with MARTA to implement the bus shelter improvements and potential route modifications.

Pedestrian Enhancements & Streetscape – The plan focuses on pedestrian improvements along Moreland Avenue and in the surrounding neighborhoods.

- The plan recommends widened sidewalks and enhanced streetscape along all portions of Moreland Avenue.

Short-term Action: The City of Atlanta and DeKalb County should jointly fund the preliminary engineering design of proposed sidewalk and streetscape improvements for the corridor. The preliminary design work will be used to refine cost estimates, finalize design details, coordinate with GDOT, identify appropriate phasing, and make the project eligible for LCI implementation funding.

- In addition, the plan identifies new sidewalks on adjacent neighborhood streets that are currently without sidewalks or need improvement.

Short-term Action: The proposed sidewalk projects should be included in the City of Atlanta’s Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County’s CTP. The City of Atlanta should target available Quality of Life Bond funds to begin implementation of key sidewalk projects, working with the NPU’s to identify top priorities.

Implementation

Bicycle Routes – The area includes a strong and active cycling community that desires a safer system of routes and facilities to connect to the City’s existing system.

- The plan identifies new route opportunities and facility policies to create safe and attractive cycling routes and promote bicycle use as a viable transportation alternative.

Short-term Action: The proposed additions to the Bike Plan should be included in the City of Atlanta’s Comprehensive Transportation Plan (CTP), currently being developed, and in DeKalb County’s CTP. The City of Atlanta should work with the NPUs to implement short-term signing and lane striping for proposed bicycle facilities.

Land Use – The plan identifies critical future land use changes necessary to promote the proposed redevelopment and open space recommendations.

- These include changing much of the current “low density commercial” use along the corridor to “mixed- use”, and changing selected and focused residential areas from “single family residential” to “low density residential” to allow for townhome type redevelopment in key areas along the corridor.

Short-term Action: The City of Atlanta should amend the Atlanta Strategic Action Plan (ASAP) to include the land use changes (LU projects) identified in the Project Matrix.

- In DeKalb County, changing the Moreland Plaza site from “suburban residential” to “town center” to promote mixed use redevelopment.

Short-term Action: DeKalb County should amend its Comprehensive Development Plan (CDP) to include the land use changes (LU projects) identified in the Project Matrix.

Quality of Life Design Character – Throughout the corridor there is a need to enhance the design and site planning standards for future redevelopment.

- The plan recommends the use of the City of Atlanta’s Quality-of-Life zoning design standards in order to implement the pedestrian-oriented design standards.
- In addition, the plan outlines “model development guidelines” (Appendix 4) that the community has developed in order to help regulate future mixed-use redevelopment projects.

Short-term Action: Redevelopment proposals and rezoning in the corridor should be reviewed by the City of Atlanta and DeKalb County in order to assess their consistency with the recommended design standards and form. The City’s Quality of Life Zoning categories should be employed wherever possible for future rezoning. SouthStar CDC should work with DeKalb County to develop an appropriate mixed-use zoning category for this corridor that is similar to Atlanta’s Quality of Life mixed use categories, as part of their upcoming zoning code update process.

Housing – The community identified the need and desire to promote a mix of housing that accommodates affordable workforce housing, opportunities for senior housing, and a range of housing types that create diversity in the corridor.

- The plan identified and designed concepts for key redevelopment sites that illustrate how a range of housing types and product could be accommodated (specifically for the Moreland Plaza and Thomasville Heights Housing project sites) with land use and zoning recommendations to support a range of use (City's Quality-of-Life Districts).
- The corridor is eligible to utilize the City's Renewal Communities Program (RC) and Urban Enterprise Zone (UEZ) Programs to incentivize the inclusion of workforce housing in redevelopment projects.
- In addition, the redevelopment of the Thomasville Heights Housing Projects by the Atlanta Housing Authority (AHA) will be a mixed-income neighborhood with workforce housing opportunities.

Short-term Action: SouthStar CDC and the City of Atlanta should work with the Atlanta Housing Authority to guide the redevelopment of the Thomasville Heights Housing Project relative to the plan's recommendations. SouthStar CDC should work with the City of Atlanta and DeKalb County to help educate potential developers about the available incentive programs that can serve to catalyze development while ensuring the development of affordable housing in the corridor.

Open Space, Trails & Greenways – The area includes several unique open space and trail opportunities.

- Entrenchment Creek Park is a valuable open space opportunity in a floodplain area that is undevelopable. This enhanced open space would serve as a catalyst for adjacent redevelopment and provide a significant recreational resource for both the City of Atlanta and DeKalb County.

Short-term Action: DeKalb County should adopt the future land use change for this park to Conservation/Greenspace and begin the process of purchasing this land for public use via the County's Greenspace Acquisition Program.

- A number of new trails are proposed along creek corridors that would connect to the future BeltLine Trail, Entrenchment Creek Park, and the future trail systems in DeKalb County.

Short-term Action: The City of Atlanta and DeKalb County should adopt the proposed trail connections into their parks and open space plans to ensure the corridors are protected as redevelopment occurs. The City and County should begin coordination with PATH and BeltLine Inc. to identify common projects, priorities and funding to initiate implementation of key trail segments.

Projects List:

Transportation

Intersections / Traffic Signals

I-1: Interchange Redesign: Reconfigure the I-20 interchange with Moreland Ave. as a diamond interchange with signals on the bridge

I-2: Intersection realignment: Realignment of the Glenwood intersection to remove offset

I-3: Intersection realignment: Realignment of the Skyhaven Road / East Confederate Ave. intersection with Moreland Ave to remove offset

I-4: New Traffic Signal: Install new traffic signal at the intersection of Moreland Dr. and Moreland Ave.

Pedestrian Crossings:

Crossing shown in the map and listed below are priority crossings requiring immediate implementation. In addition, the plan recommends the implementation of safety enhancements at the pedestrian crossings identified in Appendix 3: Health Review of Moreland Avenue.

P-1: Unsignalized Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing islands in center turn lane on Moreland Ave. between Metropolitan Ave. and Sanders Ave.

P-2: Unsignalized Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing islands in center turn lane on Moreland Ave. between Woodland Ave. and Emerson Street

P-3: Unsignalized Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing islands in center turn lane on Moreland Ave. between Pickens Street and Hall Street

P-4: Signalized Pedestrian Crossings (HAWK): Install HAWK pedestrian signalized crossing across Moreland Ave at Eden Ave.

P-5: Signalized Pedestrian Crossings (HAWK): Install HAWK pedestrian signalized crossing across Moreland Ave at Burns St./Beechview Dr.

P-6: Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings and provide ADA access, install countdown ped. signals

P-7: Unsignalized Pedestrian Crosswalks: Upgrade signing and pavement markings for unsignalized crosswalks

New Streets / Network

N-1: Entrenchment Creek Parkway: New 2-lane street parallel to Moreland Ave. along Entrenchment Creek from McDonough Blvd. to Custer Ave.

N-2: Network opportunities - Moreland Shopping Plaza: Various network connections that are possible with redevelopment. Evaluate the possibility of new signal on Moreland Ave. south of Custer for additional access

N-3: Network opportunities - Redevelopment of Industrial Properties: Various network connections that are possible with redevelopment.

N-4: Network opportunities - Thomasville Heights: Various network connections that are possible with redevelopment. Evaluate the possibility of new signal on Moreland Ave. north of McDonough Blvd.

N-5: New Street: New 2 lane North-South connections between Moreland Dr. and McDonough Blvd.

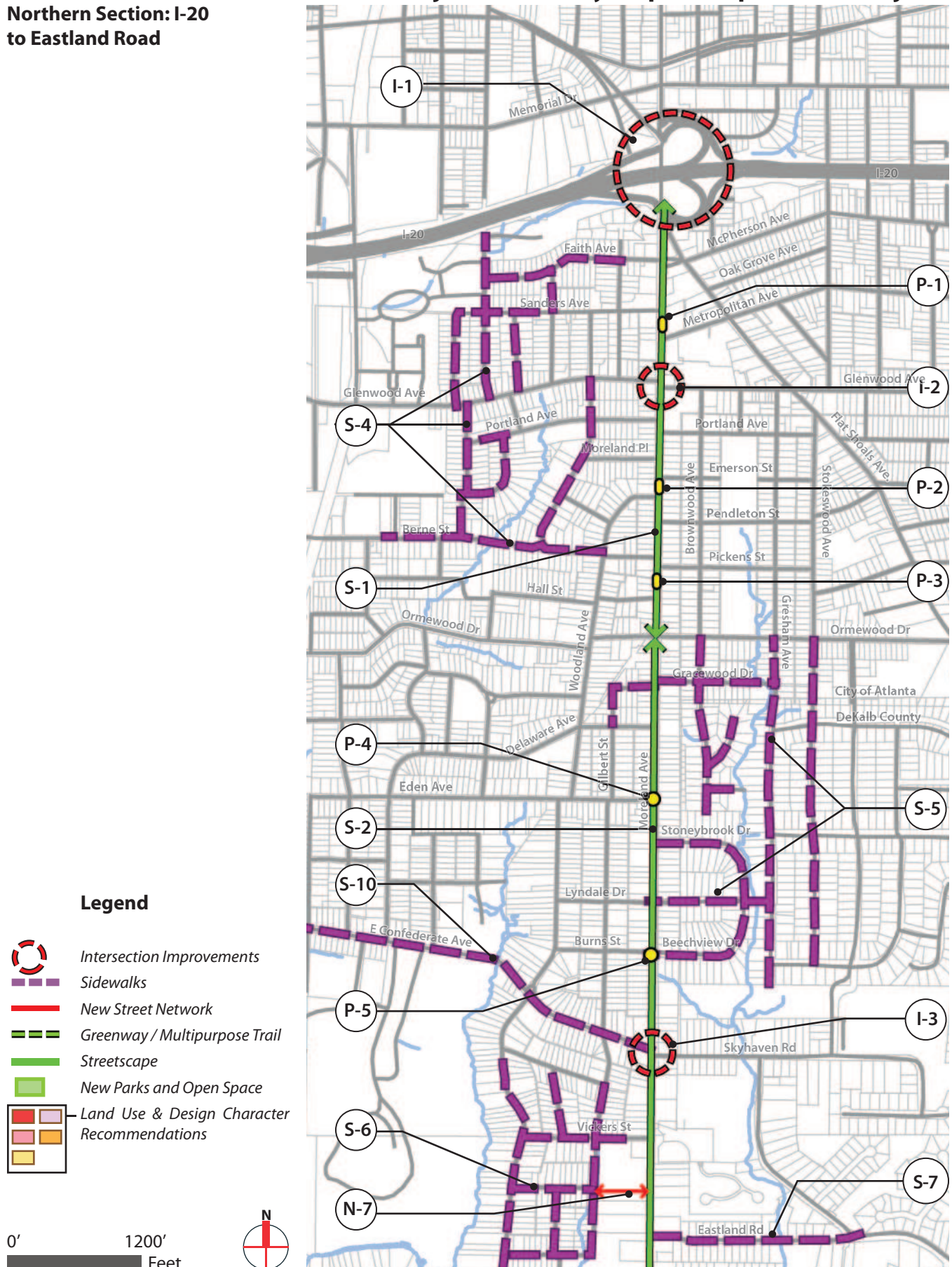
N-7: Knotts Street Extn: Extend Knotts street to Moreland to coincide with the redevelopment of strip shopping center

N-8: Key Road Connection: New connection between Moreland Ave. and Key Rd., takes industrial traffic off of residential/neighborhood portion of Key Rd.

N-9: Moreland Widening: Widen Moreland Ave. from 4-lanes to 5-lanes from East Confederate to Custer. Includes the rebuilding of the Entrenchment Creek

Northern Section: I-20 to Eastland Road

Projects Summary Map: Transportation Projects



Bridge and widening of the existing narrow 9-foot lanes.

Transit

T-1: Bus stop enhancements: Eliminate underutilized stops and enhance remaining bus stops to include shelters, benches, trash receptacles and route information

T-2: Bus Route Timing: Rework & coordinate bus route timing on Moreland Ave. to achieve more consistent 10 min. headways.

T-3: Arterial transit: Implement arterial transit with appropriate technology (Light rail or streetcar preferred over BRT) on Moreland Ave. corridor from I-20 to I-285, with future connection north to Emory University area. Design of stations to be consistent with other pedestrian and Bike recommendations from this study.

T-4: MARTA Bus Routes Enhancement: Enhance existing bus routes or establish new routes to provide direct routes (without transfer at Inman Park Station) from Moreland Ave. to key destinations like Little Five Points, Druid Hills, Virginia Highlands, Emory University and the CDC.

Streetscape / Sidewalks

S-1: Moreland Ave Streetscape from I-20 to Ormewood Avenue with street trees, pedestrian lighting and concrete sidewalk with landscaped short median islands

S-2: Moreland Ave Streetscape from Ormewood Avenue to Custer Avenue with street trees, pedestrian lighting and concrete sidewalk

S-3: Moreland Ave Streetscape from Custer Avenue to Constitution Road with street trees, pedestrian lighting and concrete sidewalk with landscaped median

S-4: Install Sidewalks: in the Ormewood neighborhood in areas north and south of Glenwood Ave.

S-5: Install Sidewalks: in the Dekalb County portion of the East Atlanta neighborhood along Stokeswood Ave., Gresham Ave. Beecher Ave. etc.

S-6: Install Sidewalks: along neighborhood streets in the Vickers street area - south of E. Confederate Ave.

S-7: Install Sidewalks: along Eastland Road and Lynwyn Lane in the Eastland Heights neighborhood

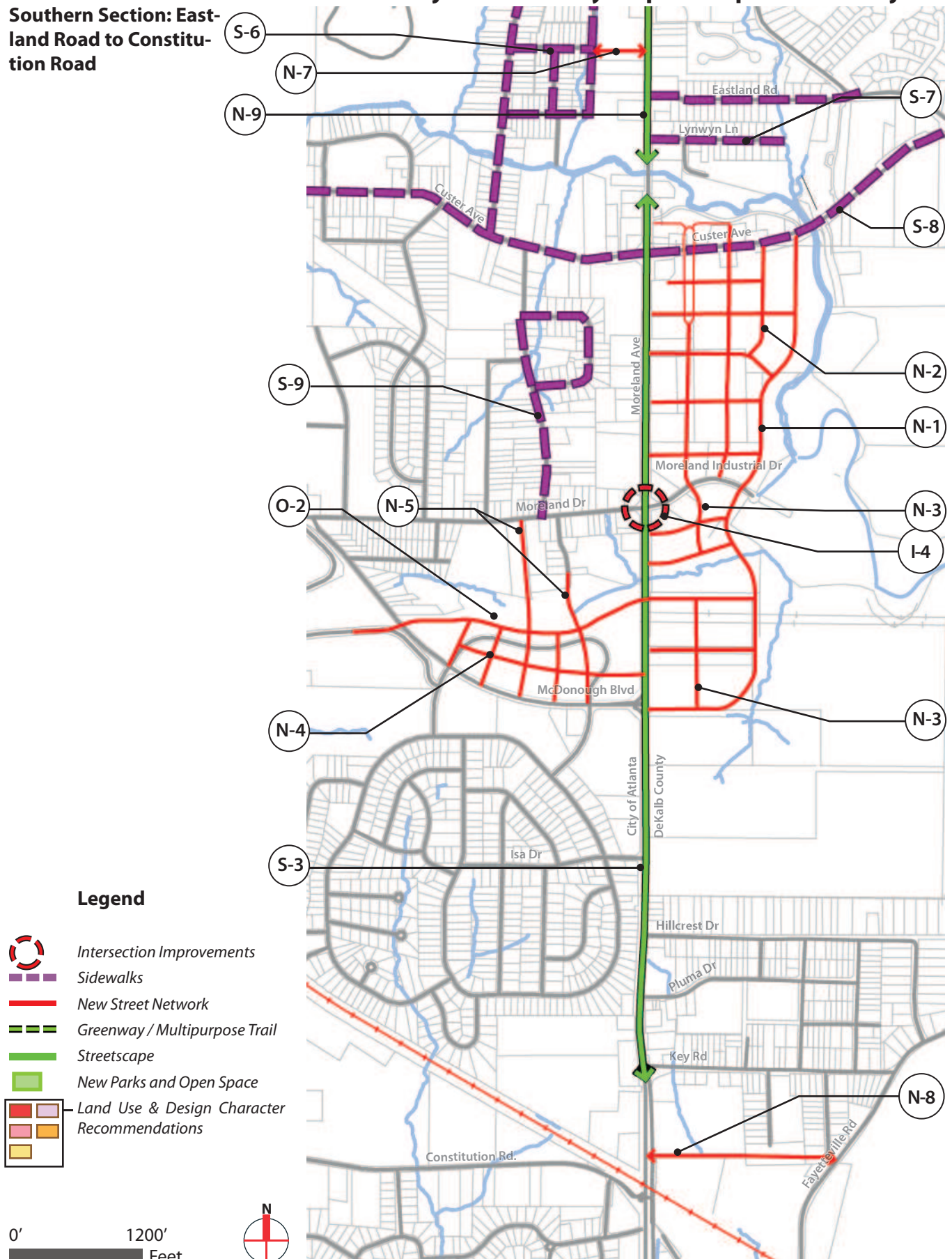
S-8: Install Sidewalks: Custer Ave

S-9: Install Sidewalks: Woodland Ave and surrounding streets

S-10: Install Sidewalks: along Confederate Ave from Moreland Avenue to the BeltLine

Projects Summary Map: Transportation Projects

Southern Section: Eastland Road to Constitution Road



Bicycle Projects:

The map on page 5-13 shows projects proposed as a part of the Moreland Ave. LCI study in the context of other existing or planned bicycle routes mapped from the City of Atlanta's - Atlanta Commuter On-Street Bike Plan (1995). Designation as a bike route can be possible in a number of ways:

- Dedicated Bike lanes (minimum 5 feet) on streets where the right-of-way permits.
- Installing signage to indicate a bike route and where there may not be adequate space for bike lanes, marking shared lane symbols (sharrows) that indicate cyclists can use the whole lane. These also help make automobile users aware of a "share the road" policy for a designated bike route and improve safety for cyclists.
- Provide bike boxes that bring cyclists to the front of the line at traffic lights and provides priority crossing, turning and right-hook conflict at intersections.

In addition to designation of bike routes, destination and commercial establishments should be encouraged to provide bike racks and relevant street furniture for safe storage of bicycles.

Specific recommendations for Moreland Ave. from Woodland Ave to I-20:

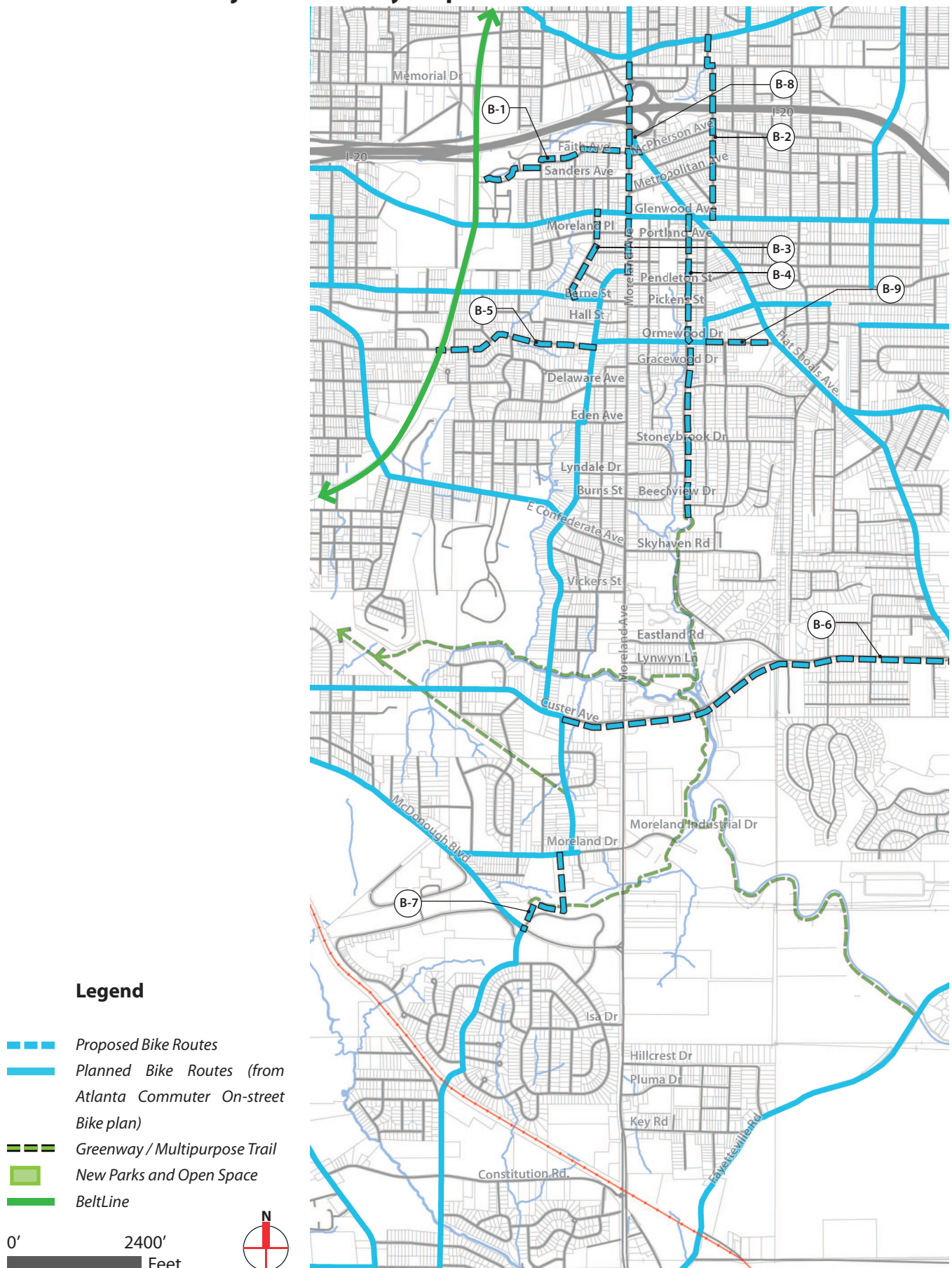
- Provide bike lanes on the I-20 bridge either through the potential reconfiguration of the interchange or future widening/rebuilding.
- Provide a 2-foot bikeable shoulder on Moreland Avenue from Glenwood Avenue to Memorial Drive, to be implemented through relocating the outside curb 2-feet back as redevelopment occurs.
- Stripe "sharrows" (shared lane markings) on the outside lanes on Moreland Avenue. These markings are intended to help cyclists better position themselves on roadways and increase driver awareness of cyclists where bicycle lanes are the recommended treatment, but which cannot be striped because lack of adequate space.
- Include "Bike Boxes" at intersections. Bike boxes are an intersection striping safety design to prevent bicycle/car collisions at signalized intersections between drivers turning right and bicyclists going straight ("right-hook" collisions).



Pictures from BikePortland.org show implemented sharrows and Bike Boxes in Portland Oregon.



Projects Summary Map: Bike Routes and Trails Recommendations



Bicycle Routes:

The intent of these bicycle routes is to augment and make key connections to several bicycle route systems planned by the City of Atlanta or DeKalb County.

B-1: Designate Bike Route: along Faith Avenue from Flat Shoals Ave. to the BeltLine through the Glenwood Park development.

B-2: Designate Bike Route: along Haas Ave., MLK Blvd. and Dahlgren Street connecting Glenwood avenue to Arkwright Ave.

B-3: Designate Bike Route: Along Hemlock Circle from Berne Street to Glenwood Ave.

B-4: Designate Bike Route: Along Gresham Ave. from Edgemore Drive to Glenwood Ave.

B-5: Designate Bike Route: Along Ormewood Ave. from Moreland Ave. to the BeltLine.

B-6: Designate Bike Route: Along Custer Ave. and Eastland Road from Woodland Ave. to Bouldercrest Road.

B-7: Designate Bike Route: From Headland Drive to McDonough Blvd. along new street network built as a part of the Thomasville Heights Redevelopment.

B-8: Designate Bike Route: Along Moreland Avenue from Woodland Ave to Memorial Drive (across I-20 bridge)

B-9: Designate Bike Route: Along Ormewood Avenue from Stokeswood Ave to Flat Shoals Ave.

Land Use Recommendations:

LU-1: Future land use change from Traditional Neighborhood to Conservation/Greenspace:

Potential park and open space opportunity on undevelopable piece of land near the corner of Gresham and Edgemore Dr.

LU-2: Future land use change from Suburban Residential to Conservation/Greenspace.

Potential park and open space opportunity in the floodplain of Entrenchment Creek at the corner of Custer Ave and Moreland Ave.

LU-3: Future land use change from Industrial to Conservation/Greenspace.

Potential greenway and open space opportunity along the creek system connecting Thomasville Heights and Entrenchment Creek to be developed in conjunction with proposed redevelopment of industrial properties along Moreland Ave.

LU-5: Future Land Use change from Single Family Residential to Low-Density Residential:

Encourages redevelopment into a townhome type residential density that allows a transition from single family residential to the commercial fronting Moreland Ave.

LU-6: Future Land Use change from Low Density Residential to High Density Residential:

Encourages redevelopment into townhome, multi-family and mixed-use and increases intensity to allow for 4-5 storied development.

LU-7: Future Land Use change from Suburban Residential character area to Town Center character area:

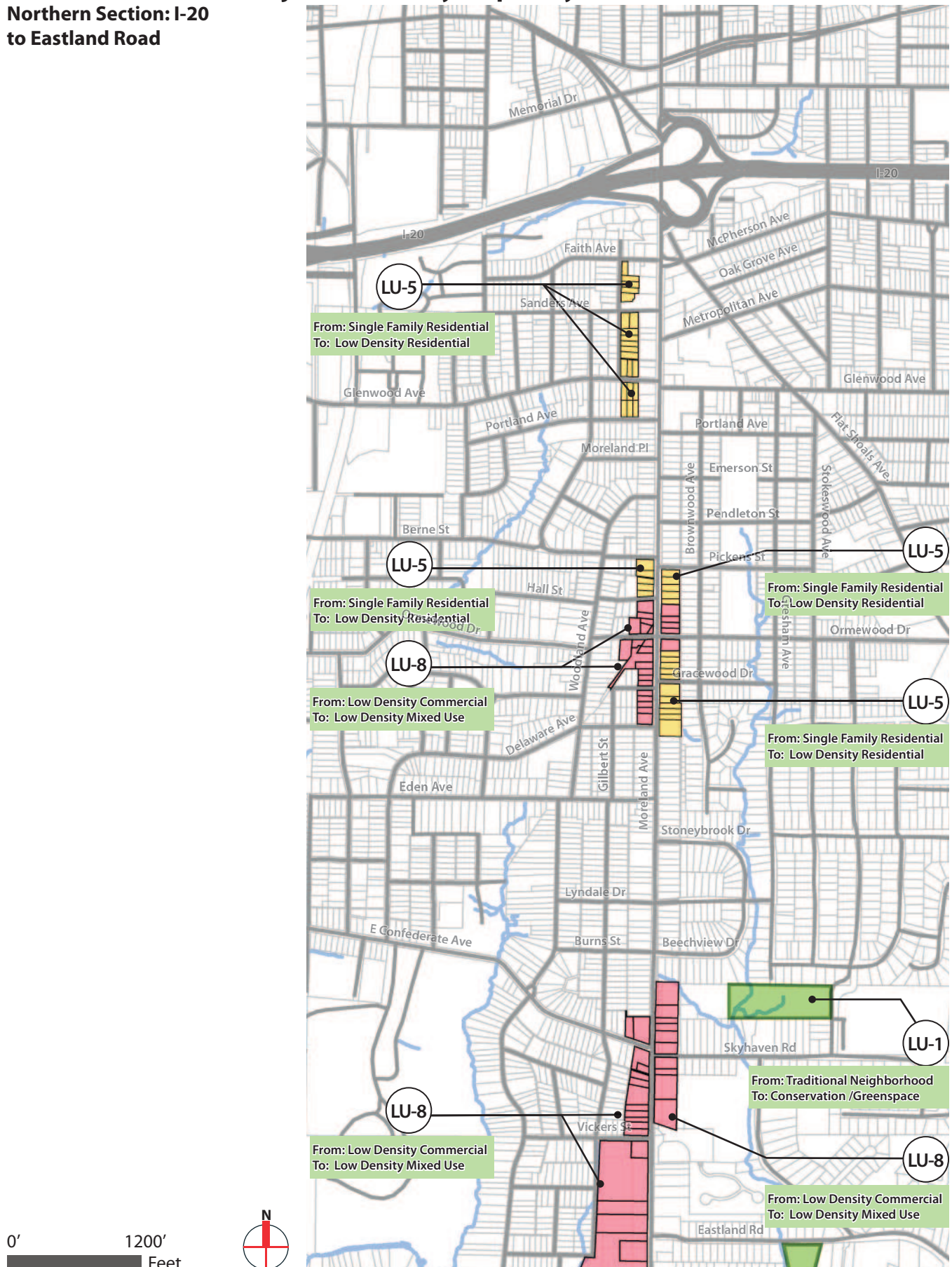
Encourages the redevelopment of Moreland Plaza into a mixed used development with residential, retail, senior housing, and office components.

LU-8: Future Land Use change from Low Density Commercial to Low Density Mixed Use:

Encourages the redevelopment of strip commercial properties into a mixed used development with residential, retail, and/or office components.

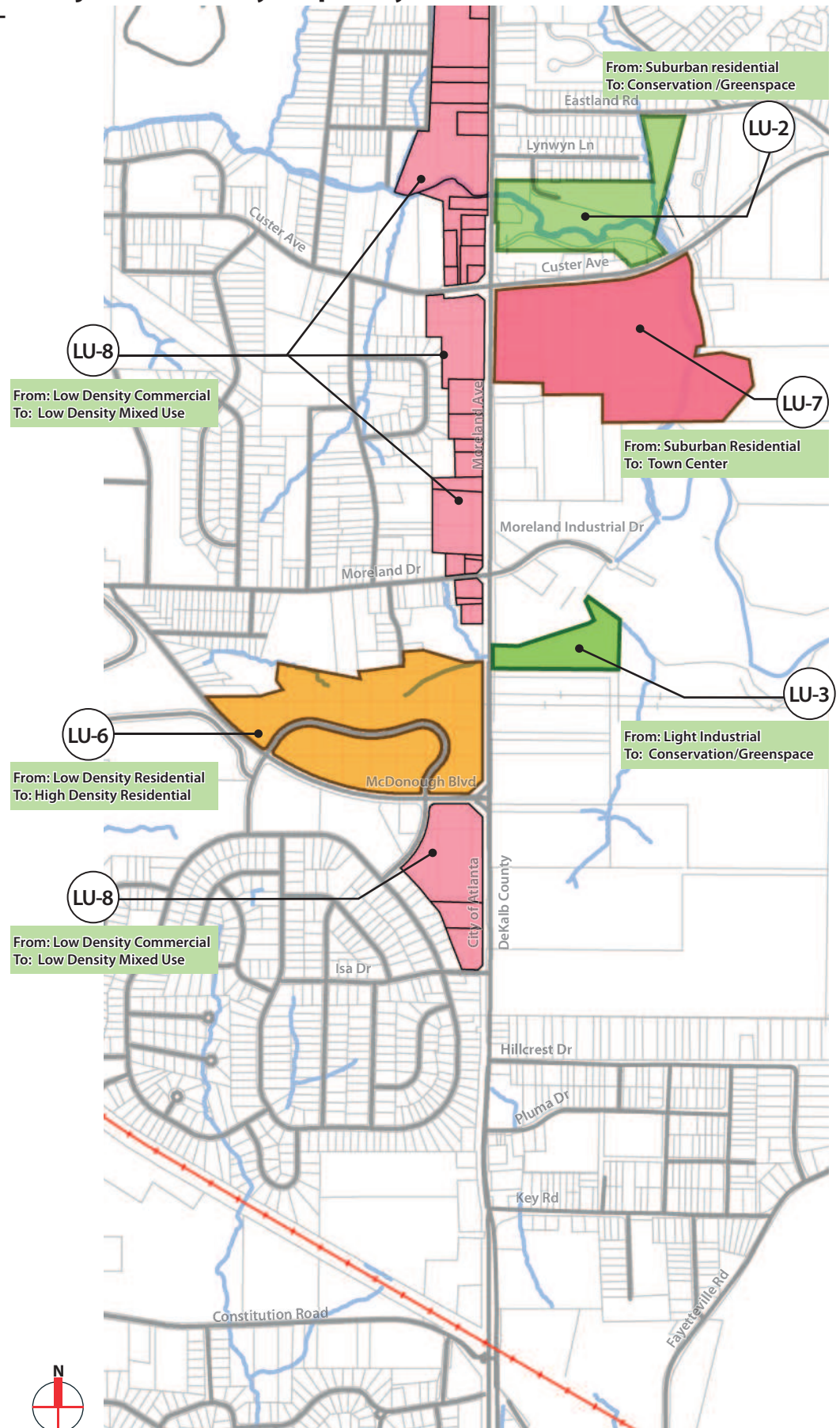
Projects Summary Map: 15 year Land Use Recommendations

Northern Section: I-20
to Eastland Road



Projects Summary Map: 15 year Land Use Recommendations

Southern Section: East-
land Road to Constitu-
tion Road



Quality of Life Design Character Recommendations:

The intent of these recommendations is to help the transition of the corridor from conventional suburban design standards to a more urban set of design standards that promote a mix of uses, encourage pedestrian oriented development and street connectivity as outlined in the City of Atlanta's Quality of Life Codes.

Q-1: Design intent is to support the redevelopment of the blocks on the west side of Moreland Avenue from Faith Avenue to Portland Avenue via townhome scale (up to 3 stories) residential redevelopment facing Florida Avenue to serve as a transition to multi-story, mixed use development along Moreland Avenue.

Q-3: Design intent is to support the redevelopment of single-family homes fronting on Moreland Avenue from Berne Street to Delaware Avenue into townhome scale (up to 3 stories) residential and/or live-work development adjacent to the Ormewood Drive commercial node. Parking should be located behind buildings with shared access to minimize curb cuts on Moreland Avenue.

Q-4: Design intent is to regulate the scale and character of development on the existing commercially zoned properties at the Ormewood commercial node (on Moreland Avenue from Hall Street to Delaware Avenue). Future neighborhood commercial development should follow the City's Quality of Life zoning standards with buildings oriented to the street and parking located in the back. Development should be mixed use with commercial on the ground floor and residential uses above and buildings should be a maximum of 5 stories.

Q-5: Design intent is to support the redevelopment of suburban commercial land uses along the corridor (From Skyhaven Road to Custer Avenue). Future commercial development should follow the City of Atlanta's Quality of Life zoning standards with buildings oriented to the street and parking located in the back. Development should be encouraged to be mixed use with commercial on the ground floor and residential uses above and buildings should be a maximum of 5 stories.

Q-9: Design intent is to encourage the redevelopment of the Moreland Plaza Shopping Center at the corner of Moreland Avenue and Custer Avenue into a large-scale mixed-used center that includes a wide range of housing, retail, and employment uses. Development should be interconnected on pedestrian scaled streets and blocks. Buildings could range up to 10 stories. The development should include new parks and plazas and provide access to Entrenchment Creek.

Q-10: Design intent is to support the redevelopment of suburban commercial land uses along the corridor (west side of Moreland Avenue from Custer Avenue to Moreland Drive). Future commercial development should follow the City of Atlanta's Quality of Life zoning standards with buildings oriented to the street and parking located in the back. Development should be encouraged to be mixed use with commercial on the ground floor and residential uses above and buildings should be a maximum of 5 stories.

Q-13: Design intent is to support the redevelopment of existing warehouse industrial uses into more employment-intense office, "green" industry, flex office and distribution uses on the east side of Moreland Avenue from south of Moreland Plaza to just south of McDonough Boulevard. Development should provide connectivity on streets and blocks and follow the design standards of the City of Atlanta's Quality of Life zoning districts. Access to Entrenchment Creek and other natural creek systems should be accommodated. Buildings should orient to Moreland Avenue to support a stronger pedestrian environment.

Q-14: Design intent is to support the redevelopment of the Thomasville Heights Housing Project into a mixed income residential neighborhood that includes housing types from single family to townhomes to multi-family. The development should provide new parks and open spaces, access to the adjacent creek system, and potential new civic uses such as a new library and/or community center. Building height should be allowed up to 10 stories for multifamily development along Moreland Avenue. Development should be interconnected on pedestrian scaled streets

and blocks. Neighborhood serving commercial uses should be encouraged.

Q-15: Design intent is to support the redevelopment of suburban commercial land uses along the corridor (west side of Moreland Avenue from McDonough Boulevard to Isa Drive). Future commercial development should follow the City of Atlanta's Quality of Life zoning standards with buildings oriented to the street and parking located in the back. Development should be encouraged to be mixed use with commercial on the ground floor and residential uses above and buildings should be a maximum of 5 stories.

Q-16: Design intent is to support the redevelopment of suburban commercial land uses along the corridor (Moreland Avenue from Hillcrest Drive to Constitution Road). Future commercial development should follow the City of Atlanta's Quality of Life zoning standards with buildings oriented to the street and parking located in the back. Development should be encouraged to be mixed use with commercial on the ground floor and residential uses above and buildings should be a maximum of 5 stories.

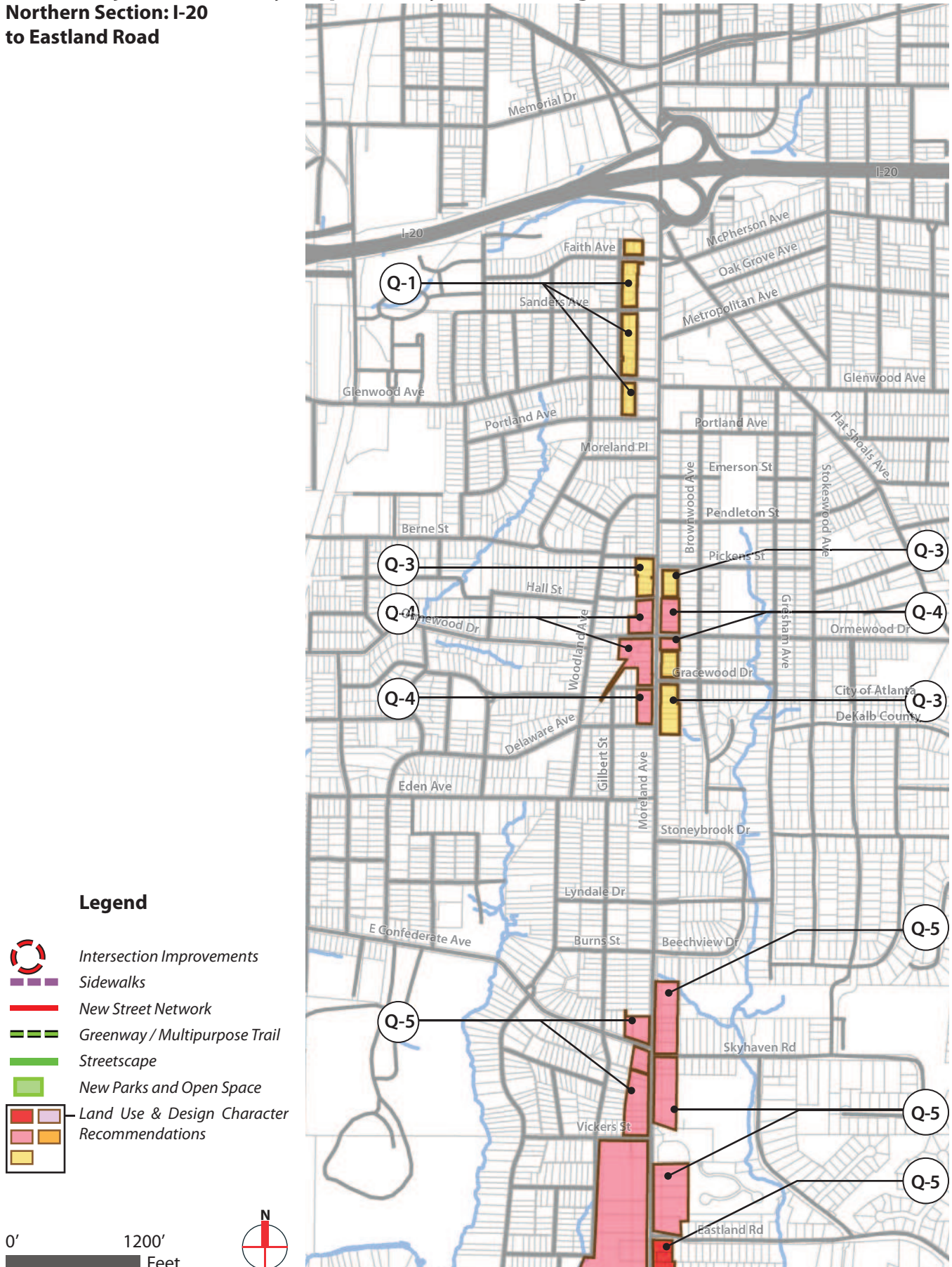
Housing Recommendations:

H-1: Utilize the City of Atlanta's Existing Renewal Community (RC) and Urban Enterprise Zone (UEZ) programs to encourage affordable housing development as part of the proposed redevelopment of the corridor.

H-2: Utilize the Quality of Life Zoning Districts to encourage affordable/senior housing developments in new redevelopment projects (these districts include incentives for affordable housing).

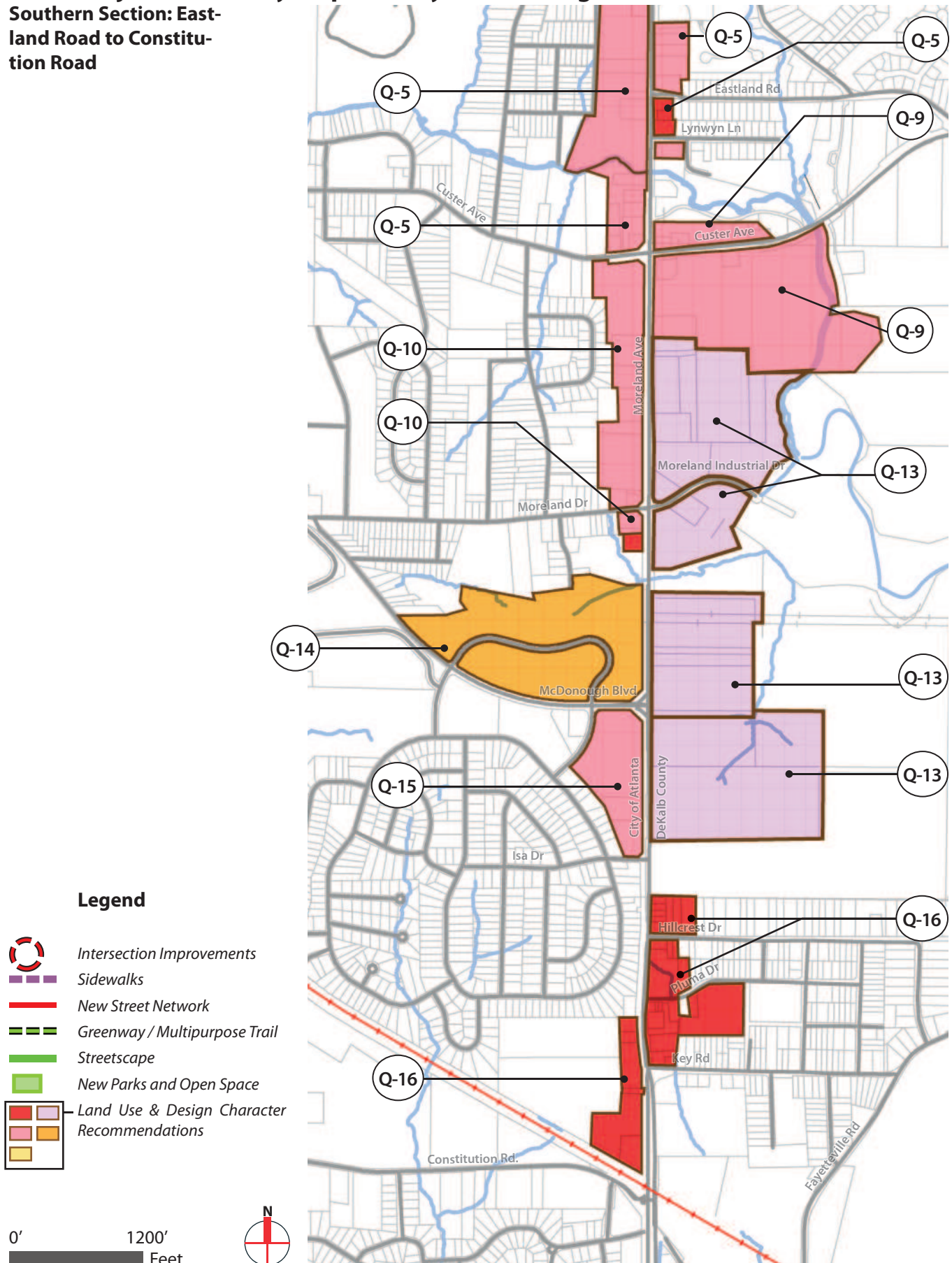
Projects Summary Map: Quality of Life Design Character Recommendations

Northern Section: I-20
to Eastland Road



Projects Summary Map: Quality of Life Design Character Recommendations

Southern Section: Eastland Road to Constitution Road



Open Space, Trails & Greenways

O-1: Entrenchment Creek Trail: this potential trail connects the Thomasville Heights trail and greenspace, and the Entrenchment Creek greenway with the East Atlanta Village and provides a valuable pedestrian and bike connection that parallels Moreland Ave. Will require bridging Entrenchment creek and future open space dedication in portions of its floodplain

O-2: Thomasville Heights Trail: this potential trail begins at the Thomasville Heights park and greenspace and connects with the Entrenchment Creek trail under Moreland Ave.

O-3: Entrenchment Creek Trail (west): Connects west from Entrenchment Creek Park along the creek with potential to connect to BeltLine.

O-4: Powerline Trail (BeltLine connection): This potential trail connection in the powerline easement can connect all the way up to the BeltLine

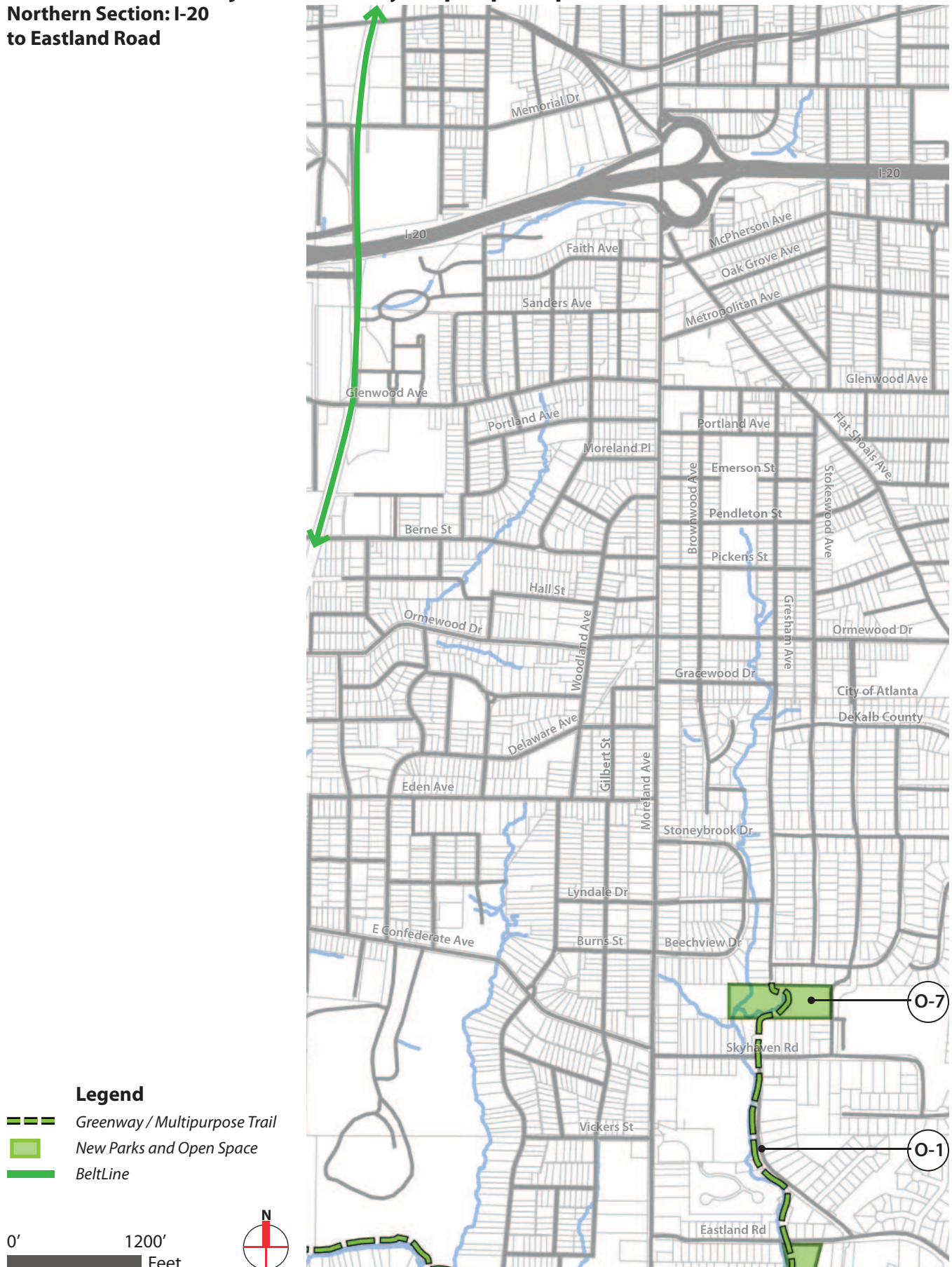
O-5: Entrenchment Creek Trail (south): this potential trail runs along Entrenchment Creek to connect up to Constitution Road. Will require future open space dedication in portions of the Entrenchment Creek floodplain

O-6: Entrenchment Creek Park: Acquisition and park improvement of the Entrenchment Creek floodplain between Custer and Moreland Ave.

O-7: Gresham Park: Acquisition and park improvement of property at the south end of Gresham Ave. provides a critical north-south trail connection and is adjacent to the Skyhaven Elementary School.

Projects Summary Map: Open Space and Trails Recommendations

Northern Section: I-20
to Eastland Road



Projects Summary Map: Open Space and Trails Recommendations

Southern Section: Eastland Road to Constitution Road



Project Matrix:

Cost Estimates

The cost estimates provided in the Project Matrix are macro-level planning estimates and will need to be revised and updated over time. The estimates are based on the ARC's Cost Estimation Tool methodology. All assumptions and estimate details are provided in Appendix 5.

Project Matrix Abbreviations

COA: City of Atlanta

CIP: Capital Improvement Projects

QOL: Quality of Life Bonds

LCI: Livable Centers Initiative

GDOT: Georgia Department of Transportation

TPL: Trust for Public Lands

CMAQ: Congestion Management and Air Quality Funds

TE: Transportation Enhancement Funds

TIF: Transportation Impact Fees

GO: General Obligation Bonds

Priority 1: 0-5 years

Priority 2: 5-10 years

Priority 3: 10+ years

Project Matrix (Short term: 5 Year Projects)

ID	Description	Location	City / County	Council District / NPU*	Priority	Type of Improvement	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
TRANSPORTATION																	
Intersections / Traffic Signals																	
I-2	Realignment of the Glenwood intersection to remove offset. (Cost determined using ARC Costing Tool)	Glenwood Ave. and Moreland Ave.	City of Atlanta	1 & 5 (NPU W)	1	Intersection Improvements	2009 (for cost inflation purpose)	\$100,000	TBD	\$2,300,000	2012 (for cost inflation purpose)	\$1,300,000	\$3,700,000	GDOT/ City of Atlanta	GDOT LCI QOL CMAQ	COA	\$740,000 (20%)
I-3	Realignment of the Skyhaven Road / East Confederate Ave. intersection with Moreland Ave to remove offset. (Cost determined using ARC Costing Tool)	E. Confederate / Skyhaven and Moreland Ave.	City of Atlanta / DeKalb County	1 & 5 (NPU W)	1	Intersection Improvements	2009 (for cost inflation purpose)	\$100,000	TBD	\$1,800,000	2012 (for cost inflation purpose)	\$1,785,000	\$3,700,000	GDOT/ City of Atlanta	GDOT	COA / DeKalb County	\$740,000 (20%)
Pedestrian Crossings:																	
P-1	Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing island in the center turn lane on Moreland Ave. (Cost is per crossing, assumes \$40,000 for HAWK signal)	Between Metropolitan Ave and Sanders Ave.	City of Atlanta / DeKalb County	1 & 5 (NPU W)	1	Pedestrian Improvements	2009 - 2010	\$9,000	N/A	N/A	2010 - 2013	\$81,000	\$90,000	GDOT/ City of Atlanta	GDOT, QOL Bonds, LCI	COA / DeKalb County	\$18,000 (20%)
P-2	Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing island in the center turn lane on Moreland Ave. (Cost is per crossing, assumes \$40,000 for HAWK signal)	Between Woodland Ave. and Emerson Street	City of Atlanta / DeKalb County	1 & 5 (NPU W)	1	Pedestrian Improvements	2009 - 2010	\$9,000	N/A	N/A	2010 - 2013	\$81,000	\$90,000	GDOT/ City of Atlanta	GDOT, QOL Bonds, LCI	COA / DeKalb County	\$18,000 (20%)
P-3	Landscaped Pedestrian Crossings: Install landscaped pedestrian crossing island in the center turn lane on Moreland Ave. (Cost is per crossing, assumes \$40,000 for HAWK signal)	Between Metropolitan Ave and Sanders Ave.	City of Atlanta / DeKalb County	1 & 5 (NPU W)	1	Pedestrian Improvements	2009 - 2010	\$9,000	N/A	N/A	2010 - 2013	\$81,000	\$90,000	GDOT/ City of Atlanta	GDOT, QOL Bonds, LCI, CMAQ	COA / DeKalb County	\$18,000 (20%)
P-4	Signalized Pedestrian Crossings (HAWK): Install HAWK pedestrian signalized crossing across Moreland Ave. (Cost: \$40,000 for HAWK signal)	At Eden Avenue Intersection	City of Atlanta / DeKalb County	1 & 5 (NPU W)	1	Pedestrian Improvements	2009 - 2010	\$4,000	N/A	N/A	2010 - 2013	\$36,000	\$40,000	GDOT/ City of Atlanta	GDOT, QOL Bonds, LCI, CMAQ	COA / DeKalb County	\$8,000 (20%)

ID	Description	Location	City / County	Council District / NPU*	Priority	Type of Improvement	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
P-5	Signalized Pedestrian Crossings (HAWK): Install HAWK pedestrian signalized crossing across Moreland Ave. (Cost: \$40,000 for HAWK signal)	At Burns St./ Beechview Street intersection	City of Atlanta / DeKalb County	1 & 5 (NPU W)	1	Pedestrian Improvements	2009 - 2010	\$4,000	N/A	N/A	2010 - 2013	\$36,000	\$40,000	GDOT/ City of Atlanta	GDOT, QOL Bonds, LCI, CMAQ	COA / DeKalb County	\$8,000 (20%)
P-6	Signalized Pedestrian Crosswalks: Upgrade pedestrian crosswalk markings and provide ADA access, install countdown pedestrian signals (cost: assumes \$160,000 per signal for 7 signals)	All signalized intersections in the corridor	City of Atlanta / DeKalb County	1 & 5 (NPU W)	1	Pedestrian Improvements	2009 - 2010	\$112,000	N/A	N/A	2010 - 2013	\$1,008,000	\$1,120,000	GDOT/ City of Atlanta	GDOT, QOL Bonds, LCI, CMAQ	COA / DeKalb County	\$224,000 (20%)
Transit																	
T-1	Bus stop enhancements: Eliminate underutilized stops and enhance remaining bus stops to include shelters, benches, trash receptacles and route information		City of Atlanta / DeKalb County	1 & 5 (NPU W, Z) District 3 (DeKalb)	1	Transit	N/A	N/A	N/A	N/A	2009-2013	TBD	TBD	MARTA / DeKalb Co.	MARTA / DeKalb Co. (in DeKalb Co. CTP)	COA / DeKalb County	
T-2	Rework & coordinate bus route timing on Moreland Ave. to achieve more consistent 10 min. headways.		City of Atlanta / DeKalb County	1 & 5 (NPU W, Z) District 3 (DeKalb)	1	Transit	N/A	N/A	N/A	N/A	TBD	N/A	TBD	MARTA / DeKalb Co.	MARTA / DeKalb Co. (in DeKalb Co. CTP)	COA / DeKalb County	
T-4	MARTA Bus Routes Enhancement: Enhance existing bus routes or establish new routes to provide direct routes (without transfer at Inman Park Station) from Moreland Ave. to key destinations like Little Five Points, Druid Hills, Virginia Highlands, Emory University and the CDC.		City of Atlanta / DeKalb County	1 & 5 (NPU W, Z) District 3 (DeKalb)	1	Transit	N/A	N/A	N/A	N/A	N/A	N/A	TBD	MARTA / DeKalb Co. (in DeKalb Co. CTP)	MARTA / DeKalb Co. (in DeKalb Co. CTP)	COA / DeKalb County	
Streetscape / Sidewalks																	
S-4	Install Sidewalks: in the Ormewood neighborhood in areas north and south of Glenwood Ave. (2.1 miles @ \$344,000/mile)	Neighborhood streets between I-20 and Ormewood Ave.	City of Atlanta / DeKalb County	1 & 5 (NPU W)	1	Pedestrian Improvements	2009-2010	\$72,240	N/A	N/A	2010 - 2013	\$650,160	\$722,400	City of Atlanta	CIP / QOL Bonds / LCI	COA / DeKalb County	\$144,480 (20%)

ID	Description	Location	City / County	Council District / NPU*	Pri-or-ity	Type of Improve-ment	Engi-neer-ing Year	Engi-neering Cost	ROW Year	ROW Cost	Con-struction Year	Construc-tion Cost	Total Proj-ect Cost	Agency	Fund-ing Source	Local Match Source	Local Match Amount
S-5	Install Sidewalks: in the DeKalb County portion of the East Atlanta neighborhood along Stokeswood Ave., Gresham Ave. Beecher Ave. etc. (2.9 miles @ \$344,000/mile)	East Alanta neighbor-hood portion of unincorporated DeKalb County	DeKalb County	District 3	1	Pedestrian Improve-ments	N/A	\$99,760	N/A	N/A	2010-2013	\$897,840	\$997,600	DeKalb County	CIP / QOL Bonds / LCI	DeKalb County	\$199,520 (20%)
S-6	Install Sidewalks: along neighborhood streets in the Vickers street area - south of E. Confederate Ave. (.75 miles @ \$344,000/mile)	Neighbor-hood streets between Vickers street and Woodland Ave.	City of Atlanta / DeKalb County	1 (NPU W)	1	Pedestrian Improve-ments	N/A	\$25,800	N/A	N/A	2010-2013	\$232,200	\$258,000	City of Atlanta /	CIP / QOL Bonds / LCI	COA / DeKalb County	\$51,600 (20%)
S-7	Install Sidewalks: along Eastland Road and Lynwyn Lane in the Eastland Heights neighborhood (.75 miles @ \$344,000/mile). Eastland Road sidewalks from Moreland Ave. to Bouldercrest Rd. are programmed in the TIP (DK 320C).	Eastland road and Lynwyn Lane	DeKalb County	District 3	1	Pedestrian Improve-ments	N/A	\$25,800	N/A	N/A	2010-2013	\$232,200	\$258,000	DeKalb County	CIP / QOL Bonds / LCI	DeKalb County	\$51,600 (20%)
S-8	Install Sidewalks: Custer Ave (.6 miles @ \$344,000/mile)	From More-land Ave. to Eastland Rd.	City of Atlanta / DeKalb County	1 (NPU W) Dis-trict 3	1	Pedestrian Improve-ments	N/A	\$41,280	N/A	N/A	2010-2013	\$371,520	\$412,800	DeKalb County	CIP / QOL Bonds / LCI	DeKalb County	\$82,560 (20%)
S-9	Install Sidewalks: Woodland Ave and surrounding streets (.6 miles @ \$344,000/mile)	Custer Ave. to Powerline Easement trail (future).	City of Atlanta / DeKalb County	1 (NPU W)	1	Pedestrian Improve-ments	N/A	\$20,640	N/A	N/A	2010-2013	\$185,760	\$206,400	City of Atlanta /	CIP / QOL Bonds / LCI	COA / DeKalb County	\$41,280 (20%)
S-10	Install Sidewalks: E. Confederate Ave (.9 miles @ \$344,000/mile)	From More-land Ave. to BeltLine	City of Atlanta	1 (NPU W)	1	Pedestrian Improve-ments	N/A	\$30,960	N/A	N/A	2010-2013	\$278,640	\$309,600	DeKalb County	CIP / QOL Bonds / LCI	DeKalb County	\$61,920 (20%)
Bicycle Routes:																	
B-1	Designate Bike Route: along Faith Avenue from Flat Shoals Ave. to the Beltline through the Glenwood Park development.	From Flat Shoals Ave. to the BeltLine	City of Atlanta / DeKalb County	1 & 5 (NPU W)	1	Bicycle Improve-ments	N/A	N/A	N/A	N/A	N/A	N/A	TBD	City of Atlanta	CIP / QOL Bonds / LCI, TE	N/A	
B-2	Designate Bike Route: along Haas Ave., MLK Blvd. and Dahlgren Street connecting Glenwood avenue to Arkwright Ave.	From Glen-wood Ave to Arkwright Ave.	DeKalb County	5 (NPU W)	1	Bicycle Improve-ments	N/A	N/A	N/A	N/A	N/A	N/A	TBD	City of Atlanta	CIP / QOL Bonds / LCI, TE	N/A	

ID	Description	Location	City / County	Council District / NPU*	Pri-or-ity	Type of Improve-ment	Engi-neer-ing Year	Engi-neering Cost	ROW Year	ROW Cost	Con-struction Year	Construc-tion Cost	Total Proj-ect Cost	Agency	Fund-ing Source	Local Match Source	Local Match Amount
B-3	Designate Bike Route: Along Hemlock Circle from Berne Street to Glenwood Ave.	From Berne Street to Glenwood Ave.	City of Atlanta	1 (NPU W)	1	Bicycle Improve-ments	N/A	N/A	N/A	N/A	N/A	N/A	TBD	City of Atlanta	CIP / QOL Bonds / LCI, TE	N/A	
B-4	Designate Bike Route: Along Gresham Ave. from Edgemore Drive to Glenwood Ave.	From Edgemore Dr. to Glenwood Ave.	DeKalb County	5 (NPU W),,	1	Bicycle Improve-ments	N/A	N/A	N/A	N/A	N/A	N/A	TBD	City of Atlanta	CIP / QOL Bonds / LCI, TE	N/A	
B-5	Designate Bike Route: Along Ormewood Ave. from Moreland Ave. to the BeltLine.	From More-land Ave. to the BeltLine	City of Atlanta	1 (NPU W)	1	Bicycle Improve-ments	N/A	N/A	N/A	N/A	N/A	N/A	TBD	City of Atlanta	CIP / QOL Bonds / LCI, TE	N/A	
B-6	Designate Bike Route: Along Custer Ave. and Eastland Road from Woodland Ave. to Bouldercrest Road.	From Wood-lane Ave. to Bouldercrest Road.	City of Atlanta / DeKalb County	1 (NPU W),, District 3 (DeKalb)	1	Bicycle Improve-ments	N/A	N/A	N/A	N/A	N/A	N/A	TBD	City of Atlanta	CIP / QOL Bonds / LCI, TE	N/A	
B-7	Designate Bike Route: From Headland Drive to McDonough Blvd. along new street network built as a part of the Thomasville Heights Redevelopment.	From Head-land Drive to McDonough Blvd.	City of Atlanta	1 (NPU W, Z)	1	Bicycle Improve-ments	N/A	N/A	N/A	N/A	N/A	N/A	TBD	City of Atlanta	CIP / QOL Bonds / LCI, TE	N/A	
B-8	Designate Bike Route: From Woodland Ave to I-20: with bikelanes on bridge, and 2' bikeable shoulder and sharrows between the bridge and Woodland Ave.	From I-20 bridge to Woodland Ave.	City of Atlanta	1 (NPU W, Z)	1	Bicycle Improve-ments	N/A	N/A	N/A	N/A	N/A	N/A	TBD	City of Atlanta	CIP / QOL Bonds / LCI, TE	N/A	
B-9	Designate Bike Route: Along Ormewood Ave	From Stokes-wood Ave. to Flat Shoals Ave.	City of Atlanta / DeKalb County	1 (NPU W, Z) District 3	1	Bicycle Improve-ments	N/A	N/A	N/A	N/A	N/A	N/A	TBD	City of Atlanta / DeKalb County	CIP / QOL Bonds / LCI, TE	N/A	
LAND USE RECOMMENDATIONS																	
LU-1	Future land use change from Traditional Neighborhood to Conservation/Greenspace. Potential park and open space opportunity on undevelopable piece of land near the corner of Gresham and Edgemore Dr.	Parcel at the corner of Gresham and Edgemore Dr.	DeKalb County	District 3	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	DeKalb County	Staff Time	N/A	

ID	Description	Location	City / County	Council District / NPU*	Pri- or- ity	Type of Improve- ment	Engi- neer- ing Year	Engi- neering Cost	ROW Year	ROW Cost	Con- struction Year	Construc- tion Cost	Total Proj- ect Cost	Agency	Fund- ing Source	Local Match Source	Local Match Amount
LU-2	Future land use change from Suburban Residential to Conservation/Greenspace. Potential park and open space opportunity in the floodplain of Entrenchment Creek at the corner of Custer Ave and Moreland Ave.	Intrenchment creek floodplain near Moreland Ave. and Custer Ave.	DeKalb County	District 3	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	DeKalb County	Staff Time	N/A	
LU-3	Future land use change from Industrial to Conservation/Greenspace. Potential greenway and open space opportunity along the creek system connecting Thomasville Heights and Entrenchment Creek to be developed in conjunction with proposed redevelopment of industrial properties along Moreland Ave.	Between Moreland Dr. and McDonough Blvd.	DeKalb County	District 3	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	DeKalb County	Staff Time	N/A	
LU-5	Future Land Use change from Single Family Residential to Low-Density Residential: Encourages redevelopment into a townhome type residential density that allows a transition from single family residential to the commercial fronting Moreland Ave.	Select Single Family Properties fronting Moreland Ave.	City of Atlanta	1 & 5 (NPU W.)	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	
LU-6	Future Land Use change from Low Density Residential to High Density Residential: Encourages redevelopment into townhome, multi-family and mixed-use and increases intensity to allow for 4-5 storied development.	Thomasville Heights	City of Atlanta	1 (NPU Z)	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	
LU-7	Future Land Use change from Suburban Residential character area to Town Center character area: Encourages the redevelopment of Moreland Plaza into a mixed used development with residential, retail, senior housing, and office components.	Moreland Plaza Site	DeKalb County	District 3	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	DeKalb County	Staff Time	N/A	

ID	Description	Location	City / County	Council District / NPU*	Priority	Type of Improvement	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
LU-8	Future Land Use change from Low Density Commercial to Low Density Mixed Use: Encourages the redevelopment of strip commercial properties into a mixed used development with residential, retail, and/or office components.	Various commercial properties along the corridor	City of Atlanta	1 & 5 (NPU W, Z)	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	
QUALITY OF LIFE DESIGN CHARACTER RECOMMENDATIONS																	
Q-1	Encourages the redevelopment of blocks on the west side of Moreland Avenue via townhome scale and transition to mixed use along Moreland Avenue.	The west side of Moreland Avenue from Faith Avenue to Portland Avenue	City of Atlanta	1 & 5 (NPU W)	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	
Q-3	Support the redevelopment of single-family homes fronting on Moreland into townhome scale residential and/or live work development. Parking located behind buildings.	Moreland Avenue from Berne Street to Delaware Avenue	City of Atlanta	1 & 5 (NPU W)	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	
Q-4	Regulates the scale and character of development on the existing commercially zoned properties. Future commercial should be QoL standards; development should be mixed use up to 5 stories.	Moreland Avenue from Hall Street to Delaware Avenue	City of Atlanta	1 & 5 (NPU W)	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	

Implementation

ID	Description	Location	City / County	Council District / NPU*	Pri-or-ity	Type of Improve-ment	Engi-neer-ing Year	Engi-neer-ing Cost	ROW Year	ROW Cost	Con-struction Year	Construc-tion Cost	Total Pro-ject Cost	Agency	Fund-ing Source	Local Match Source	Local Match Amount
Q-5	Support the redevelopment of suburban commercial land uses along the corridor. Future development should follow QoL standards. Mixed use up to 5 stories.	Moreland Avenue from Skyhaven Road to Custer Avenue.	City of Atlanta	1 & 5 (NPUW)	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	
Q-9	Encourages the redevelopment of the Moreland Plaza Shopping Center into a large-scale mixed use center. Buildings range up to 10 stories; provide access to Entrenchment Creek.	Moreland Avenue at Custer Avenue	DeKalb County	District 3	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	DeKalb County	Staff Time	N/A	
Q-10	Support the redevelopment of suburban commercial land uses along the corridor. Future commercial should follow QoL standards with parking located in back and a maximum building height of 5 stories.	The west side Moreland Avenue from Custer Avenue to Moreland Drive	City of Atlanta	1 (NPU W)	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	
Q-13	Support the redevelopment of existing warehouse industrial uses into more employment-intense office, "green" industry, flex-office, and distribution. Development should provide connectivity and follow QoL standards.	Eastside of Moreland Avenue from south of Moreland Plaza to just south of McDonough Boulevard	DeKalb County	District 3	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	DeKalb County	Staff Time	N/A	
Q-14	Support the redevelopment of the Thomasville Heights Housing Project into a mixed income residential neighborhood. Provide new parks & open spaces with a potential for civic uses. Building height up to 10 stories; neighborhood commercial encouraged.		City of Atlanta	1 (NPU Z)	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	

ID	Description	Location	City / County	Council District / NPU*	Pri- or- ity	Type of Improve- ment	Engi- neer- ing Year	Engi- neering Cost	ROW Year	ROW Cost	Con- struction Year	Construc- tion Cost	Total Proj- ect Cost	Agency	Fund- ing Source	Local Match Source	Local Match Amount
Q-15	Support the redevelopment of suburban commercial land uses along the corridor. Future commercial development should follow the City's QoL standards. A mix of uses is encouraged; building should be a maximum of 5 stories.	West side of Moreland Avenue from McDonough Boulevard to Isa Drive	City of Atlanta	1 (NPU Z)	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	
Q-16	Support the redevelopment of suburban commercial land uses along the corridor. Future commercial development should follow the City's QoL standards. A mix of uses is encouraged; building should be a maximum of 5 stories.	Moreland Avenue from Hillcrest Drive to Constitu- tion Road	City of At- lanta and DeKalb County	1 (NPU Z) and District 3 (DeKalb)	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	DeKalb County	Staff Time	N/A	
HOUSING RECOMMENDATIONS																	
H-1	Utilize the City of Atlanta's existing Renewal Community (RC) and Urban Enterprise Zone (UEZ) programs to encourage affordable housing.	Corridor Wide	City of Atlanta	NPU W & Z	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	
H-2	Utilize the Quality of Life Zoning Districts to encourage affordable/senior housing development in new redevelopment projects (these districts include incentives for affordable housing.	Corridor Wide	City of Atlanta	NPU W & Z	1		N/A	N/A	N/A	N/A	N/A	N/A	N/A	City of Atlanta	Staff Time	N/A	

Project Matrix (Medium or Long term Projects)

ID	Description	Location	City / County	Council District / NPU*	Pri-or-ity	Type of Improve-ment	Engi-neer-ing Year	Engi-neering Cost	ROW Year	ROW Cost	Con-struction Year	Construc-tion Cost	Total Proj-ect Cost	Agency	Fund-ing Source	Local Match Source	Local Match Amount
TRANSPORTATION																	
Intersections / Traffic Signals																	
I-1	Reconfigure the I-20 interchange with Moreland Ave. as a diamond interchange with signals on the bridge. (Cost determined using ARC Costing Tool)	I-20 interchange with Moreland Ave.	City of Atlanta	5 (NPUs W, N, O)	3	Intersection Improvements	2009 (for cost inflation purpose)	\$500,000	N/A	N/A	2012 (for cost inflation purpose)	\$5,400,000	\$5,900,000	GDOT/ City of Atlanta	GDOT CMAQ	COA	\$1,200,000 (20%)
I-2	Realignment of the Glenwood intersection to remove offset. (Cost determined using ARC Costing Tool)	Glenwood Ave. and Moreland Ave.	City of Atlanta	1 & 5 (NPU W)	2	Intersection Improvements	2009 (for cost inflation purpose)	\$100,000	TBD	\$2,300,000	2012 (for cost inflation purpose)	\$1,300,000	\$3,700,000	GDOT/ City of Atlanta	GDOT LCI QOL CMAQ	COA	\$740,000 (20%)
I-3	Realignment of the Skyhaven Road / East Confederate Ave. intersection with Moreland Ave to remove offset. (Cost determined using ARC Costing Tool)	E. Confederate / Skyhaven and Moreland Ave.	City of Atlanta / DeKalb County	1 & 5 (NPU W)	2	Intersection Improvements	2009 (for cost inflation purpose)	\$100,000	TBD	\$1,800,000	2012 (for cost inflation purpose)	\$1,785,000	\$3,700,000	GDOT/ City of Atlanta	GDOT	COA / DeKalb County	\$740,000 (20%)
I-4	New Traffic Signal: Install new traffic signal at the intersection of Moreland Dr. and Moreland Ave. (Cost determined using ARC Costing Tool)	Moreland Dr. and Moreland Ave.	City of Atlanta / DeKalb County	1 (COA), (NPU W) , District 3 (DeKalb County)	3	Intersection Improvements	TBD	TBD	TBD	TBD	TBD	\$160,000	\$160,000	GDOT/ City of Atlanta/ DeKalb County	GDOT CIP	COA / DeKalb County	TBD
New Streets / Network																	
N-1	Entrenchment Creek Parkway: New 2-lane street parallel to Moreland Ave. along Entrenchment Creek from McDonough Blvd. to Custer Ave. (cost: 2-lane road = \$5,000,000/mile, not including ROW)	From McDonough Blvd. and Moreland Ave. intersection to Custer Ave.	DeKalb County	District 3	3	Street Network	TBD		TBD	TBD (private developer dedication)	TBD	\$5,000,000	\$5,000,000	DeKalb County	CIP/ Private Developers	DeKalb County	\$1,000,000 (20%)

ID	Description	Location	City / County	Council District / NPU*	Priority	Type of Improvement	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
N-2	Network opportunities - Moreland Shopping Plaza: Various network connections that are possible with redevelopment. Evaluate the possibility of new signal on Moreland Ave. south of Custer for additional access	Moreland Shopping Plaza site	DeKalb County	District 3	2	Street Network	N/A	N/A	N/A	TBD (private developer dedication)	N/A	N/A	TBD (private developer)	DPC&DD	Private Developers	DeKalb County	N/A
N-3	Network opportunities - Redevelopment of Industrial Properties: Various network connections that are possible with redevelopment.	Industrial properties along Moreland Ave between McDonough Blvd. and Custer Ave.	DeKalb County	District 3	2	Street Network	N/A	N/A	N/A	TBD (private developer dedication)	N/A	N/A	TBD (private developer)	DPC&DD	Private Developers	DeKalb County	N/A
N-4	Network opportunities - Thomasville Heights: Various network connections that are possible with redevelopment. Evaluate the possibility of new signal on Moreland Ave. north of McDonough Blvd.	Thomasville Heights north of McDonough Blvd.	City of Atlanta	1 (NPU Z)	2	Street Network	N/A	N/A	N/A	TBD (private developer dedication)	N/A	N/A	TBD (private developer)	City of Atlanta / AHA	Private Developers	COA	N/A
N-5	New Street: New 2 lane North-South connections between Moreland Dr. and McDonough Blvd. as part of the redevelopment of Thomasville Heights (cost: 2-lane road = \$5,000,000/mile, not including ROW)	Between Moreland Dr. and McDonough Blvd. to the west of Moreland Ave.	City of Atlanta	1 (NPU W, Z)	2	Street Network	TBD	\$150,000	TBD	TBD (private developer dedication)	TBD	\$1,350,000	\$1,500,000	City of Atlanta	CIP / Private Developers	COA	\$30,000 (20%)
N-7	Knotts Street Extn: Extend Knotts street to Moreland to coincide with the redevelopment of strip shopping center	South of Vickers Street	City of Atlanta	1 (NPU W)	2	Street Network	N/A	N/A	N/A	TBD (private developer dedication)	N/A	N/A	TBD (private developer)	City of Atlanta	Private Developers	COA	N/A
N-8	Key Road Connection: New connection between Moreland Ave. and Key Rd., takes industrial traffic off of residential/neighborhood portion of Key Rd.		DeKalb County	District 3	2	Street Network	N/A	N/A	N/A	TBD (private developer dedication)	N/A	N/A	TBD (private developer)	DeKalb County	Private Developers	DeKalb County	N/A

ID	Description	Location	City / County	Council District / NPU*	Priority	Type of Improvement	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
N-9	Moreland Widening & Streetscape: Widen Moreland Ave. from 4-lanes to 5-lanes from East Confederate to Custer. Includes the rebuilding of the Entrenchment Creek Bridge and widening of the existing narrow 9-foot lanes & Streetscape. (Cost determined using ARC Costing Tool)	From East Confederate to Custer Ave.	City of Atlanta / DeKalb County	1 (NPU W)	3	Pedestrian and Roadway Improvements	TBD	\$540,000	TBD	\$1,400,000	TBD	\$3,460,000	\$5,400,000	GDOT / City of Atlanta	GDOT, CIP, LCI	COA / DeKalb County	\$1,080,000 (20%)
	Rebuilding & Widening Entrenchment Creek Bridge. (Cost determined using ARC Costing Tool)	Entrenchment Creek Bridge	City of Atlanta / DeKalb County	1 (NPU W)	3	Pedestrian and Roadway Improvements	TBD	\$330,000		TBD	TBD	\$2,970,000	\$3,300,000	GDOT / City of Atlanta	GDOT, CIP, LCI, QOL	COA / DeKalb County	\$660,000 (20%)
	Moreland Ave Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median. (\$72,000/100 linear feet @ 2,100 ft.)	From East Confederate to Custer Ave.	City of Atlanta / DeKalb County	1 (NPU W)	3	Pedestrian Improvements	TBD	\$151,200		TBD	TBD	\$1,360,800	\$1,512,000	GDOT / City of Atlanta	GDOT, CIP, LCI, QOL	COA / DeKalb County	\$302,400 (20%)
Transit																	
T-3	Arterial transit: Implement arterial transit with appropriate technology (Light rail or streetcar preferred over BRT) on Moreland Ave. corridor from I-20 to I-285, with future connection north to Emory University area. Design of stations to be consistent with other pedestrian and Bike recommendations from this study.		City of Atlanta / DeKalb County	1 & 5 (NPU W, Z) District 3 (DeKalb)	3	Transit	TBD	TBD	TBD	TBD	TBD	TBD	TBD	MARTA / DeKalb Co. (in DeKalb Co. CTP)	MARTA / DeKalb Co. (in DeKalb Co. CTP)	COA / DeKalb County	
Streetscape / Sidewalks																	
S-1	Moreland Ave Streetscape with street trees, pedestrian lighting and expanded 10 ft. concrete sidewalk (\$76,000/100 linear feet @ 4,000 ft.)	From I-20 interchange and Orme-wood Ave.	City of Atlanta / DeKalb County	1 & 5 (NPU W)	2	Pedestrian Improvements	TBD	\$304,000	TBD	N/A	TBD	\$2,736,000	\$3,040,000	City of Atlanta	GDOT / LCI, QOL	COA / DeKalb County	\$608,000 (20%)

ID	Description	Location	City / County	Council District / NPU*	Priority	Type of Improvement	Engineering Year	Engineering Cost	ROW Year	ROW Cost	Construction Year	Construction Cost	Total Project Cost	Agency	Funding Source	Local Match Source	Local Match Amount
S-2	Moreland Ave Streetscape with street trees, pedestrian lighting and expanded 10 ft. concrete sidewalk (\$76,000/100 linear feet @ 3,600 ft.)	From Ormewood Ave. to East Confederate Ave.	City of Atlanta / DeKalb County	1 & 5 (NPU W)	2	Pedestrian Improvements	TBD	\$273,600	TBD	N/A	TBD	\$2,462,400	\$2,736,000	City of Atlanta	GDOT / LCI, QOL	COA / DeKalb County	\$547,200 (20%)
S-3	Moreland Ave Streetscape with street trees, pedestrian lighting and concrete sidewalk with landscaped median. (\$72,000/100 linear feet @ 8,200 ft.)	From Custer Ave. to Constitution Road.	City of Atlanta / DeKalb County	1 (COA) (NPU W) District 3 (DeKalb)	2	Pedestrian Improvements	TBD	\$590,400	TBD	N/A	TBD	\$5,313,600	\$5,904,000	City of Atlanta	GDOT / LCI, QOL	COA / DeKalb County	\$1,180,800 (20%)

OPEN SPACE, TRAILS & GREENWAYS

O-1	Entrenchment Creek Trail: this potential trail connects the Thomasville Heights trail and greenspace, and the Entrenchment Creek greenway with the East Atlanta Village and provides a valuable pedestrian and bike connection that parallels Moreland Ave. Will require bridging Entrenchment creek and future open space dedication in portions of its floodplain. (1.5 miles @ \$590,000/mile)	Moreland Ave. to Gresham Ave. along Entrenchment Creek	DeKalb County	District 3	2	Trails	TBD	\$88,500	TBD	TBD	TBD	\$796,500	\$885,000	DeKalb County PATH	Private Developers, LCI, QOL, TE	COA / DeKalb County	\$177,000
O-2	Thomasville Heights Trail: this potential trail begins at the Thomasville Heights park and greenspace and connects with the Entrenchment Creek trail under Moreland Ave. (.3 miles @ \$590,000/mile)	Thomasville Heights from McDonough Blvd. to Moreland Ave.	City of Atlanta / DeKalb County	1 (NPU Z)	2	Trails	TBD	\$17,700	TBD	TBD	TBD	\$159,300	\$177,000	City of Atlanta / DeKalb County / PATH	Private Developers, LCI, QOL, TE	COA / DeKalb County	\$35,400
O-3	Entrenchment Creek Trail (west): Connects west from Entrenchment Creek Park along the creek with potential to connect to BeltLine. (1 miles @ \$590,000/mile)	Entrenchment Creek from Moreland Ave. to BeltLine	City of Atlanta / DeKalb County	1 (NPU W)	2	Trails	TBD	\$59,000	TBD	TBD	TBD	\$531,000	\$590,000	City of Atlanta / DeKalb County / PATH	Private Developers, LCI, QOL, TE	COA / DeKalb County	\$118,000

ID	Description	Location	City / County	Council District / NPU*	Pri-or-ity	Type of Improve-ment	Engi-neer-ing Year	Engi-neering Cost	ROW Year	ROW Cost	Con-struction Year	Construc-tion Cost	Total Proj-ect Cost	Agency	Fund-ing Source	Local Match Source	Local Match Amount
O-4	Powerline Trail (BeltLine connection): This potential trail connection in the poweline easement can connect all the way up to the beltline. (.75 miles @ \$590,000/mile)	From Mo-reland Ave. extending .75 miles west	City of Atlanta / DeKalb County	1 (NPU W)	2	Trails	TBD	\$44,250	TBD	TBD	TBD	\$398,250	\$442,500	City of Atlanta / DeKalb County	Private Devel-opers, LCI, QOL, TE	COA / DeKalb County	\$88,500
O-5	Entrenchment Creek Trail (south): this potential trail runs along Entrenchment Creek south to Key Road. Will require future open space dedication in portions of the Entrenchment Creek floodplain. (2 miles @ \$590,000/mile)	From future Entrench-ment Creek Park to Key Road	DeKalb County	District 3	3	Trails	TBD	\$118,000	TBD	TBD	TBD	\$1,062,000	\$1,180,000	City of Atlanta / DeKalb County / PATH	Private Devel-opers, LCI, QOL, TE	COA / DeKalb County	\$236,000
O-6	Entrenchment Creek Park: Acquisition and park improvement of the Entrenchment Creek floodplain between Custer and Moreland Ave. (cost: \$2-4.50/sf. For 21 acre park improvements, not including aquisition)	Northeast corner of Mo-reland Ave. and Custer Ave.	DeKalb County	District 3	2	Open space	TBD	\$200,000 to \$400,000	TBD	TBD	TBD	\$1,800,000 to \$3,600,000	\$2,000,000 to \$4,000,000	DeKalb County Parks Dept., Open Space Acquisi-tion	Private Devel-opers, LCI, QOL, TE	COA / DeKalb County	\$400,000 to \$800,000
O-7	Gresham Park: Acquisition and park improvement of property at south end of Gresham Avenue. Provides a critical north-south trail connection and is adjacent to the Skyhaven Elementary School. (cost: \$2-4.50/sf. For 6.2 acre park improvements, not including aquisition)	south end of Gresham Avenue	DeKalb County	District 3	2	Open space	TBD	\$ 54,000 to \$ 120,000	TBD	TBD	TBD	\$4,860,000 to \$1,080,000	\$5,400,000 to \$1,200,000	DeKalb County Parks Dept., Open Space Acquisi-tion	Private Devel-opers, LCI, QOL, TE	COA / DeKalb County	\$1,080,000 to \$240,000

